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REMARKS

In the Office Action dated November 19, 2003, claims 1-3 and 5-21 are pending. Note that claims 1, 13, 17, and 20 are independent claims from which all other claims depend therefrom. Claims 22 and 23 are newly added.

Claims 1-3, 5-7, 10-12, and 17-21 stand rejected under 35 U.S.C. 102(b) as being anticipated by Turnbull et al. (6,166,698). Note that with regards to claims 1-3, 5-7, 10-12, and 17-21 the Examiner has not put forth any additional arguments over that provided in the Second Office Action of July 15, 2003, nor has the Examiner responded to the arguments provided by the Applicants in the Response dated September 15, 2003 to the Second Office Action, other than to state that the proposed claim amendments are disclosed by Tunbull.

Independent claims 1, 17, and 20 have similar limitations and are therefore discussed together.

As stated in the prior Responses, independent claims 1 and 17 are directed respectively towards a real time stamp synchronization system and method for an automotive vehicle. The system includes a vehicle clock that stores a current time. A time receiver receives a real time signal. An object detection system generates an object detection signal in response to objects within proximity of the vehicle. A collision system controller is electrically coupled to the vehicle clock, the time receiver, and the object detection system. The collision controller synchronizes the current time with the real time signal and stores the object detection signal in synchronization with the real time signal.

Independent claim 20 is directed respectively towards a collision evaluation system and method for reconstructing a vehicle collision event. Claim 20 includes the limitations contained within claims 1 and 17 and is further limited to include the limitation of reconstructing a collision event in response to a vehicle collision event signal. The real time stamp synchronization system generates a vehicle collision event signal corresponding to the collision event in

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real time. A collision evaluation center is in communication with the vehicle and stores the vehicle collision event signal and the object detection signal. The collision evaluation center reconstructs the collision event in response to the vehicle collision event signal and the object detection signal.

In the Response to the Second Office Action, the Applicants provided arguments describing the differences between the GPS system and signals of Turnbull and the object detection signals of claims 1, 17, and 20. The Response stated that the GPS system of Turnbull is used for determining position, speed, direction of travel, and other related information of a host vehicle. The GPS system of Turnbull does not determine the stated information for an object or vehicle in proximity of a host vehicle. The GPS system of Turnbull is not used to detect an object and determine relative information of that object in relation to a host vehicle. For example, in col. 8, lines 1-13, Turnbull discloses the reception of clock signals from GPS satellites by a host vehicle to determine the time of day, change in position of the host vehicle, and velocity and distance of travel of the host vehicle. Thus, the GPS system and the signals received therefrom of Turnbull are not the same as the object detection system and object detection signals of the present invention.

The Response also stated the failure of Turnbull to teach or suggest the synchronization of object detection signals with real time signals. Turnbull discloses the use of a GPS system to determine the time of day from signals received from GPS satellites. Turnbull also discloses the recording of the time of day during a collision event. However, Turnbull does not disclose an object detection system or the generation of object detection signals and thus, does not disclose the synchronization of object detection signals with real time signals.

The Response further stated that there is no motivation or suggestion in Turnbull or provided by the Examiner to modify Turnbull to arrive at the claimed system and methods of claims 1, 17, and 20. Additionally, it was also

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provided that Turnbull fails to teach or suggest the reception of an object detection signal from a collision evaluation center and the generation of a collision event signal in response thereto. The Applicants submit that these arguments remain and that they provide sufficient reason for the allowability of claims 1, 17, and 20.

In addition, the present Office Action states in paragraph 5, page 8, that Turnbull fails to disclose an object detection system generating an object detection signal for reconstruction of a collision, which are limitations that are recited in claims 1, 17, and 20. The Applicants submit that not only are these limitations not disclosed, they are also not taught or suggested by Turnbull. Therefore, although the Applicants arguments of the Second Office Action with respect to claims 1, 17, and 20 provide sufficient reasons for allowance thereof, for the sole reason that Turnbull does not teach or suggest the stated limitations, claims 1, 17, and 20 should be deemed novel, nonobvious, and allowable.

With regards to claim 10, the present Office Action states that Turnbull discloses synchronizing a personal electron system with a real time signal, and refers to col. 25, lines 61-67, and col. 20, lines 44-59. In col. 25, lines 61-67, Turnbull states that accident data may be retrieved from a car via a hand held police or technician receiver. Applicants submit that a hand held police or technician receiver are not the same as a personal electronic device, such as a pager, a cell phone, a personal digital assistant, or the like. In col. 20, lines 44-59, Turnbull states that a laptop computer may receive vehicle position data and may be used to provide mapping information. The stated section of Turnbull, as well as the remaining sections of Turnbull, do not disclose the synchronization of a personal electronic device with a real time signal.

With regards to claims 21 and 22, the present Office Action states that Turnbull discloses modifying a vehicle relates system in response to a vehicle collision event signal, and refers to col. 24, lines 61-67. In taking a closer look at

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col. 24, lines 61-67, Turnbull simply states that time-stamped vehicle data may be recorded by a black box. The time-stamped data may include air bag deployment data. Nowhere in Turnbull is the modification of vehicle related systems in response to a vehicle collision event signal mentioned, taught, or suggested. Thus, the modification of personal electronic systems is also not mentioned, taught or suggested.

With regards to claim 23, the Applicants submit that Turnbull does not teach or suggest the indication of vehicle maintenance information in relation to a real time signal.

Claims 13 and 14 stand rejected under 35 U.S.C. 103(a) as being unpatentable over Turnbull in view of Camhi (USPN 5,430,432).

Claim 13 recites similar limitations as that of claim 20, as stated in the Second Office Action. Applicants submit that neither Camhi nor Turnbull teach or suggest each and every limitation as recited in claim 13.

The present Office Action relies on Turnbull for the teaching of a real time stamp synchronization system as recited in claim 13. Since Turnbull does not disclose an object detection system, Turnbull also does not disclose a collision system or a real time synchronization system as recited in claim 13, which both include an object detection system.

Camhi discloses an automotive warning and recording system. The recording system of Camhi records host vehicle characteristics during an unsafe condition. The recording system includes a processor, which records the host vehicle speed and distance between the host vehicle and objects. The recording system also includes a terminal that is external to the system for retrieving the stored information. The terminal is coupled to the system via an I/O line.

Camhi, as with Turnbull, does not teach or suggest the synchronization of object detection signals with a real time signal. Camhi does not generate or store

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a real time signal let alone synchronize a real time signal with an object detection signal. Camhi simply stores distances between an object and a host vehicle.

Additionally, Camhi, as with Turnbull, does not teach or suggest a collision evaluation center storing a vehicle collision event signal and an object detection signal synchronized with a real time signal, the collision evaluation center reconstructing a collision event in response to the vehicle collision event signal and the object detection signal. As agreed to by the Examiner, Turnbull does not generate an object detection signal, thus Turnbull does not store or utilize an object detection signal in the reconstruction of a collision event. Although Camhi discloses an external receiver for reception of stored information, Camhi does not teach or suggest the synchronization of an object detection signal with a real time signal and the retrieval thereof.

Thus, since neither Turnbull nor Camhi alone or in combination teach or suggest the generation and synchronization of real time signals and object detection signals, the communication of the stated signals to a collision evaluation center, and the reconstruction of a collision event in response to the stated signals, claim 13 is also novel, nonobvious, and is in a condition for allowance.

The Applicants submit that the rejections as to claims 1, 13, 17, and 20 have been overcome, and since claims 2-3, 5-12, 14-16, 18-19, and 21-23 depend from claims 1, 13, 17, and 20, respectively, they are also novel, nonobvious, and are in a condition for allowance for at least the same reasons.

In light of the remarks, the Applicants submit that all objections and rejections are now overcome. The Applicants respectfully submit that the application is now in condition for allowance and expeditious notice thereof is earnestly solicited. Should the Examiner have any questions or comments, he is respectfully requested to call the undersigned attorney.

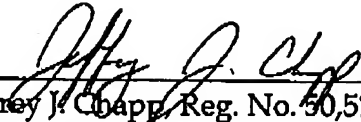
Respectfully submitted,

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ARTZ & ARTZ P.C.



Jeffrey J. Chapp, Reg. No. 50,579
28333 Telegraph Road, Suite 250
Southfield, MI 48034
(248) 223-9500

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